

**AMENDMENTS TO THE CLAIMS:**

This listing of claims will replace all prior versions, and listings, of claims in the application.

**Listing of Claims**

Claims 1-8. (Canceled)

9. (Currently amended) In a device for delivering fuel from a tank to an internal combustion engine, equipped with a pressure control valve that has a first chamber and a second chamber, which is separated from the first chamber by means of a valve member; the valve member cooperates with a valve seat; and a first connecting conduit for connection to a fuel pressure line situated in the vicinity of the valve seat feeds into the first chamber when the pressure control valve is open, **with a fuel pressure line delivering fuel to the internal combustion engine, the pressure line comprising two parallel pressure line segments, wherein the first segment comprises a check valve and the other segment comprises the pressure control valve, wherein the first connecting conduit of the pressure control valve is connected with the pressure line upstream of the check valve and a second connecting conduit of the pressure control valve is connected with the pressure line downstream of the check valve** the improvement wherein the valve member (29) comprises a through conduit (48) connecting the first connecting conduit (23) to the second chamber (32) when the pressure control valve (22) is closed.

10. **(Previously presented)** The device according to claim 9, wherein the valve member (29) comprises a diaphragm (45).

11. **(Previously presented)** The device according to claim 9, wherein the second chamber (32) is embodied as sealed in relation to the atmosphere.

12. **(Previously presented)** The device according to claim 9, wherein the second chamber (32) contains a spring element (35) that prestresses the valve member (29) in the closing direction.

13. **(Previously presented)** The device according to claim 9, wherein the pressure control valve (22) is connected parallel to a check valve (21).

14. **(Previously presented)** The device according to claim 13, wherein the check valve (21) is connected in a third pressure line segment (10.3) and pressure control valve (22) is connected in a fourth pressure line segment (10.4); the third pressure line segment (10.3) permitting a flow in the direction of the engine (13) and the fourth pressure line segment (10.4) permitting a flow in the direction of the tank (1).

15. **(Previously presented)** The device according to claim 14, further comprising a protective filter (26) connected in the fourth pressure line segment (10.4), upstream of a second connecting conduit (24) of the pressure control valve (22) that feeds into the first chamber (31).

16. **(Previously presented)** The device according to claim 15, wherein the protective filter (26) has a mesh aperture of less than 60 micrometers.